## NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT. PROPRIETOR.

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## AMUSEMENTS THIS AFTERNOON AND EVENING

WALLACK'S THEATRE, Broadway and Thirteenth street.—THE BIVALS, at 8 P. M.; closes at H.P. M. Mr. John Gilbert, Miss Jeffreys Lewis, Matinee at 1:30 P. M.

ACADEMY OF MUSIC.
Fourteenth street.—Strakosch Italian Opera Troupe-Alisa matinee at 1:50 P. M.: closes at 4:30 P. M. Mile. Forriani, Miss Cary; Campanini, Del Puente, Nametti. OLYMPIC THEATRE,
Broadway, between Houston and Bleecker streets.—
VAUDEVILLE and NOVELTY ENTERTA(NMENT, at 7:5 P. M.; closes at 10:55 P. M. Matinee at 2 P. M.

BROOKLYN PARK THEATRE, opposite City Hall, Brooklyn.—ZIP, at S P. M.; closes at II P. M. Lotta. Matinee at 2 P. M.

BOWERY THEATRE,
BOWERY.-REVEN.E, and VARIETY ENTERTAIN-MENT. Begins at 8 P. M.; closes at 11 P. M. METROPOLITAN THEATRE, No. 585 Broadway.—VASIETY ENTERTAINMENT, at 145 P. M.; closes at 10:30 P. M. Matinee at 2 P. M.

NIBLO'S GARDEN,
Broadway, between Frince and Houston streets.—DAVY CROCKETT, at 8 P. M.: closes at 10:50 P. M. Mr. Frank Nayo. Matinec at 1:30 P. M.

Fourteenth street, near sixth avenue —French Opera Bouffe-Lis Petiti rau-t, at 8 P. M.; closes at 10:35 P. M. Mile. Marie Aimee. Matinee at 1:30 P. M.—LA FILLE DE MADAME ANGOT.

WOOD'S MUSEUM, Broadway, corner Thirtieth street.—THE MAN FROM AMERICA, at 2 P. M.; closes at 4:30 P. M. Same at 8 P. M.; closes at 10:30 P. M. GERMANIA THEATRE,
Fourteenth street, near Irving place.—EINE LEICHTE
FERSON, at 8 P. M.; closes at 11 P. M.

DALY'S FIFTH AVENUE THEATRE. ency-eighth street and Broadway.—CHARITY, at 8 P. closes at 10:30 °. M. Miss Ada Dyas, Miss Fanny renport, Mr. Fisher, Mr. Lewis, Matince at 1:30 P.M.

GRAND OPERA HOUSE,

Bighth avenue and Iwenty-third street.—PANTOMIME and VARIETY ENTERTAL MENT. Begins at 7:45 P. M.:

Closes at 10:45 P. M. The Martinetti Family. Matinee at 1:30 P. M.:

THEATRE COMIQUE,
No. 514 Broadway. -VARIETY ENTERTAINMENT, at 8
2'. M.; closes at 10:30 P. M. Matinee at 2 P. M.

STADT THEATRE,
Rowery.—Grand German Opera-FAUST, at 8 P. M. BOOTH'S THEATRE, Sixth avenue and 'twenty-third street.—THE COLLEEN BAWN, nt 7:45 P M.: closes at 10:45 P. M. Dion Bouci-cault. Matinee at 1:30 P. M.

TONY PASTOR'S OPERA HOUSE, No. 201 Rowery.—VARIETY ENTERTAINMENT, at SP.

BPYANT'S OPERA HOUSE,
Twenty-third sreet, near Sixth avenue.—NEGRO MIN.
STRELSY, &c., at 8 P. M., closes at 10 P. M. Matines at

STEINWAY HALL, Fourteenth street near Irving place.—Theodore Thomas symphony Concert, at 8 P. M.; closes at 10 P. M.

Broadway, corner of thirty-fifth street,—PARIS BY MOONLIGHT, at i P. M.; closes at 5 P. M.; same at 7 P. M.; closes at 5 P. M.; same

## TRIPLE SHEET.

New York, Saturday, March 21, 1874.

From our reports this morning the probabilities are that the weather to-day will be generally

THE REICHSTAG has again defeated the military bill upon which Bismarck and the Em- Tammany' ask the confidence of the people we shall see the stuff out of which modern Cæsars are mado.

THE FRENCH REPUBLIC shows signs of determined existence in the removal of the Duke de Padoue from his mayoralty for participating in the festivities at Chiselhurst,

THE INDIAN LOAN which was asked for in Parliament yesterday has no importance beyond indicating the severity of the famine in that dependency of the English Crown.

Home Rule in Ireland receives no encouragement in Parliament, as is evident from the light vote and lack of interest in the question in the House of Commons yesterday.

Mr. Butt will have to wait for a more convenient season.

THE SEIZURE OF THE EDGAR STUART at Baltimore yesterday is another episode in our Cuban-Spanish complications. The only result will be a good deal of nonsensical talk from the Treasury Department about navigation and neutrality laws, and possibly a little feeble diplomacy on the part of Mr. Fish.

THE CARLISTS MOVING ON MADRID. - Our latest news from Spain is of an interesting character. General Palacios is said to be marching in the direction of Madrid, at the head of an army of twelve thousand men. In his march he had defeated a republican column under Colligo, near Mirglanilla. Mirglanilla is a village situated some forty-four miles southeast of the city of Cuenca, and Cuenca is some eighty-four miles southeast of Madrid. Palacios is still far distant from the capital city. If the report is true the Carlista have friends elsewhere than in the North. We doubt the truth of the report. We expect that the news from the North will, in a few days, give a new aspect to the entire situation.

THE SENATE AT WORK .- In passing the Army and Fortification bills yesterday the Senate showed a disposition to do a little earnest work. If a little of this vigor is applied to the currency question it will do much good. The country is suffering because Congress fails to act upon these measures. We were promised at the beginning of the week that they should be disposed of without delay, and though the Senate yesterday made the bill to equalize the national bank currency the special order for Monday we can only hope that some definite action upon the whole mattershall soon be had. Will the Senate give a little of its earnest work to the finances? Mr. Dawes will call up the question in the House on Monday on the Four Hundred Million bill; but what the country wants is not on or piecemeal legislation, but a complete disposition of the entire subject.

A Few Plain Words About Rapid Transit-Are the People To

We are not disposed to allow the Senators and Assemblymen at Albany, and especially the representatives from this city, to humbug the people on the important subject of rapid transit for New York. If they once more cheat the million of residents of the metropolis for the sake of pocketing the money or conciliating the favor of wealthy individuals and powerful corporations we will not allow them to cover up their rascality with the cloak of ignorance or falsehood. corruption shall be made so clear that the most ignorant of their constituents cannot fail to understand their true character.

Steam railroads at cheap rates of tare-from three to five cents-run for the accommodation of the people, at three to five minute intervals, as the London underground railway is run, are demanded for the growth and prosperity of the city, as well as for the public comfort, health and morality. To the poorer classes in especial such means of cheap conveyance would be a priceless boon. It would take them out of the close, unhealthful, comfortless, demoralizing tenement house; free them from the exactions of greedy landlords, relieve them from the fatigue of weary horsecar journeys at unseasonable hours at commencement or close of a hard day's work, and give them cheap, bright, healthful and pleasant homes. Every public interest demands rapid transit of this character. It is opposed by the Harlem and Hudson River Railroad interests; by the street railroad lines, the richest of which is the Third Avenue Company; by the owners of tenement houses and by the ferry companies. All of these hold the people now at their mercy and make money out of the sufferings, losses and inconveniences to which the people are put for want of rapid transit. When all other means of defeating rapid transit threaten to fail its natural enemies step in and bid for the franchise for the purpose of excluding others, and without any intention to do the work themselves. On the one hand stand the people, who pray for rapid transit, but are unable to buy up the Legislature in order to secure it: on the other hand stand the individuals and corporations. who will continue to make a hundred per cent profit out of the people if they can deteat rapid transit, and who can thus afford to buy up the Legislature at so much a head to do their work.

Although the Legislature has the right to grant the franchises for steam railroads in New York the city is the real party in interest, and the franchises in fact belong to the people of the city. It is proper that the control of the matter should be transferred to the city. The people ask that this shall be done by the creation of a commission composed of prominent, responsible and capable residents of New York, to be appointed by the Governor, and the transfer to this commission of the power to authorize the construction of steam railroads, under proper regulations, by private capital, or to build roads the people's benefit with the people's credit. This would take the matter out of the hands of the representatives from Erie, Chautauqua, Monroe, Oswego, Cattaraugus, Clinton and other counties of the State, and place it under the control of the people of New York city, who are directly interested in it. It would remove the question from the State Legislature, where it has been a standard source of corruption and infamy, and transfer it to a commission of reputable and honorable New Yorkers, whose integrity could not be doubted and whose interests are identified with the progress and prosperity of the metropolis. How can democrats, who are always elamorous for popular rights, oppose such a proposition? How can "reformed willing to sell them out to a wealthy corpora-

Two applications for franchises have been made to the Legislature, which bear upon them the unmistakable stamp of insincerity and corruption. One comes from the Third Avenue Horse Car Company, whose enormous profits can only be retained if rapid transit shall be defeated. The other comes from Mr. Vanderbilt, of the Harlem and Hudson River railroads, who is equally interested in killing rapid transit. These parties now join teams, harmonize their bills, apply for both franchises, and agree upon forteits of one hundred thousand dollars each in case they fail to do the work. The forfeit would be little more than one-tenth of a year's profits of the Third Avenue corporation, and a mere bagatelle to Mr. Vanderbilt, who might quadruple it in a day out of a rise in Harlem stock. The very combination is evidence of dishonesty; for the idea of two friendly rapid transit lines, honestly run for the convenience of the people, one on Fourth avenue and the other on Third avenue, is preposterous. In the language of City Hall politics, it is "too thin." and the combination only means additional funds with which to purchase Senators and Assemblymen, and the greater certainty of cheating the people and killing rapid

We are confirmed in our opinion of the dishonest character of these propositions by the little side scene enacted in the State Assembly yesterday. Some time ago Mr. East-man introduced a bill which seemed calculated to give the people of the city what they wantan honest Rapid Transit Commission, which should build steam railroads sufficient for the public accommodation, or procure their construction by private capital, in as faithful and advantageous a manner as the Croton water supply was secured or the Central Park constructed. The bill was not quite simple and plain enough to satisfy the true friends of such a measure, who would have preferred that the Commission should have full power to proceed forthwith to build a road or roads on the city's credit and to operate it as a public work in the interests of the people, so as to insure to the poorer classes the very lowest of fare consistent with rate payment of the running expenses and nterest and the accumulation of a sinking fund to meet the principal of the debt as it falls due. Still, the measure was looked upon as a step in the right direction—as a promise to take this corrupting question out of the greedy Legislative scramble and put it into honest hands. Mr. Eastman's bill was consigned to the tender keeping of the Railroad

since; while the Third Avenue and Vanderbilt bills glide smoothly and easily past it, and promise to make rapid transit time through both houses. There is no money in Mr. Eastman's bill, and yesterday he rose to a question of privilege in order to announce that he was not privy to its unaccountable delay in the nittee; that he had not sold out, and did not intend to sell out, and that he should at the proper time take steps to rescue the bill from the too careful keeping of the Railroad Committee. This brought up Mr. Lincoln, a member of the committee, who indignantly refused to allow the conduct of the committee to be "aspersed." He then proceeded to explain the difficulty of considering and deciding between the numerous propositions (by the way, this difficulty does not seem to have been felt in regard to the Third avenue and Vanderbilt projects), and declared that "each one having a rapid transit scheme thinks his the best, and the committee will do well if it pleases all." We may state that Mr. Lincoln was a member of the Erie Investigation Com-

mittee of last session. Now, with all deference to Mr. Lincoln, the reference of the whole subject of New York rapid transit to a commission of New Yorkers of as high character as the Central Park Commission would be the best method of relieving the committee of the very difficulty of which Mr. Lincoln complains. He must not hope to deceive the public by any such shallow pretences. It is precisely because of the conflict over the franchise and the insidious efforts of interested corporations to kill rapid transit altogether that a commission is demanded, in order that the best and most practical project and the one that promises the greatest benefit and convenience to the citizens may be certain to be adopted, in order that the road or roads may be actually constructed either by private capital or through the public credit, and in order that the public interests may be properly protected after rapid transit is secured. Besides. Mr. Lincoln's flourishing pretence that his railroad committee has all along been determined "to give New York rapid transit if possible" is all moonshine. The people of New York do not forget that the creation of a Rapid Transit Commission, such as they demand, would not prevent the construction of either the Third avenue or the Vanderbilt road. It would, in fact, render the construction of the roads certain, provided it is the honest intention of the applicants to build them. It would simply guard the people from being cheated defrauded by the construction, in the name of rapid transit, of a freight line for the advantage of the Harlem and Hudson River railroads. It will be hard to persuade any sensible person that a Senator or Assemblyman who votes for these private corporations' bills in preference to a people's Rapid Transit Commission is not induced to do so by a money bribe or from some corrupt consideration equally as infamous.

The Young Vesuvius in North Caro

It would not have been considered unjus to North Carolina a month ago if at that time we had remarked that religious experience was as completely unknown in the mountains of that State as volcanic action. Accepting the possibility of the one it is easy to accept the other, and, strange to say, both came to gether. Bald Mountain has shown a disposition to assert its ancient privileges as a volcano. As an indication of this purpose it gave forth "lumbering" sounds, about the only lumbering the naked hill has ever done. The inhabitants at once went to prayer as the only remedy for the impending calamity, and, forgetting all sectarian dogmas and doctrines, forgetting even what few people are disposed to forget-race in religion-they accepted a leader and teacher of the colored persuasion. Prayer continued without intermission for sixteen days, and almost the entire population of the mountain was converted. To the wicked and worldly mind all this will seem exceedingly funny, and it is undeniable that it has its grotesque aspects; but we must not forget that with the grotesqueness of fear there s also the fervor of religious devotion. It i the spectacle, witnessed in every community, the most intellectual as well as the most ignorant, of man going to God when man is himself incapable of contending with the raging and devouring elements. We need not be surprised at the scenes which took place among these simple North Carolina people. If the Orange Mountain should suddenly transform itself into a volcano even New Jersey might be converted. It is not surprising that with real volcano threatening them the people of Bald Mountain should turn from their evil ways, especially when we remember that their young Vesuvius was getting ready to burst nearly a month before anybody else found it

THE CITY FINANCES. - We publish to-day the substance of a memorial to be presented to the State Legislature on the subject of the present financial management of the city government. The number and character of the signatures are sufficient evidence of the serious manner in which our business classes regard the large increase of our debt and taxation at a time when the public improvements are notoriously stagnant. We seem somehow to be getting more and more deeply into financial embarrassments the further we are removed from the evil legacies of official corruption and the more parsimonious we become in the matter of all public works. A thorough overhauling of the Finance Department would do no harm. But this is generally supposed to be the duty of the Commissioners of Accounts, who somehow appear to have withdrawn mysteriously from public view. Has the office been abolished by the Mayor, or have the Commissioners received instructions that the secrets of our financial system are not to be

THE BROADWAY UNDERGROUND RAILEOAD. This scheme was favorably reported to the State Senate yesterday by Mr. Madden, accompanied by a dissenting minority report from Mr. Tobey. The Broadway Under-ground is the old familiar Beach Pneumatic bore, and it modestly asks to put an obligation of five millions on the overburdened taxpayers of New York. Mr. Ledwith made a motion to adopt the minority report and to reject the bill, but it was defeated by a vote of 13 to 12. The New York members were a amittee and there it has slumbered ever | Senators take their hands out of our pockets? | tunities, but make them.

M. Ollivier and the French Academy. Once more has the last Premier of the Second Empire given Paris the pleasure of a surprise. He has presented himself as a moral hero, and has compelled the Academy to enroll him in the number of martyrs to opinion This could scarcely have been expected from the man who went into the war of 1870 with "a light heart;" except, indeed, as we might assume that a man who had a light heart in those circumstances would never, in any circumstances, have a very heavy one, and so would be prepared with the requisite temper for taking advantage of opportunity as it came and meeting fortune on any terms. It may, indeed, be this temper that has given to the reappearance of M. Ollivier at a happy moment the cachet of that peculiar sort of suc cess most likely to secure him favor with the larger number; or it may be that the truly earnest and loyal side of the man's nature has come out in his little difference with the Academy. If it be the latter his success will be more lasting than in the other case; for the French, superficial and pitiless as they are in epigram have, more than any other people in Europe, the instinctive perception of real sincerity, and respect it just in proportion as they do not possess it . Our Paris correspondent tells well in another column the whole story of Ollivier's latest stroke. He was elected one of "The Forty" before his fall, and as the fauteuils of the Academy are sacred to literature and the white light of human reason, it presumably could never be known to the learned body that one of its members had tallen; because what are politics-what are all the coarse and common struggles of human effort-to people who live in the serene atmosphere of abstract thought? Ollivier, therefore, notwithstanding his fall, must be received by the Academy when it might prove convenient to him, for it had been necessary for him to leave the country soon after he was chosen to a chair. It proved convenient for him to be received just in those days when public opinion seems no longer to remember him bitterly, and when there is some appearance that Napoleon IV. is not so far from the throne as people once thought him. Ollivier was to read before the Academy a paper on Lamartine, the former occupant of his chair, in which he introduced a reference to the relations of Lamartine with Napoleon III., and made this the point of support for some words of warm eulogium on the Emperor, of whom it is now treason to out of rapid transit altogether, or from being speak well in such company. But the Academy refused to permit this culogy to be read before it, and, as Ollivier refused to strike it out, his reception is indefinitely postponed. Never before, perhaps, was the Academy so useful to any man. It becomes for a moment the stage on which the adroit returning exile is enabled to present himself to the public in at once a serious and an amiable aspect. Out of their very admiration for courage the people will say "Bravo!" to a man who tells an honest truth as to the talent and good heart of the strange ruler who has passed away, and of whom it has been for many months the fashion to speak ill through the pressure equally of republican and royalist sentiment; and loyalty and devotion are never wrong Ollivier, therefore, makes a very pretty coup even if the Bonapartes never return, while if Napoleon IV. should one of these fine days

step into his father's shoes Ollivier cannot be forgotten. RETURN OF THE ASHANTEE TROOPS .- General Wolseley has arrived in England and the festivities are to begin immediately. Africa has been humbled and the King of the Ashantees humiliated and punished. The mission of war will be first celebrated, and then the loud acclaim of victory will give place to the solemn celebration of the mission of peace over the remains of Dr. Livingstone. Posterity will have no difficulty in determining

was the nobler. A REMARKABLE PETITION FROM CALIFORNIA. Senator Hager, of California, presented a petition from citizens of his State to the Senate vesterday against any further subsidies to the Pacific Mail Steamship Company. As California is more interested than any other part of the country in steamship communication along and across the Pacific Ocean, this pe tition has part cular significance. Most of the States or ports specially interested in any enterprise or industry appeal to Congress for protection or support. What, then, is the notive of the memorialists? They certainly do not wish to see steamship communication stopped. Do they see that this subsidized monopoly is an unnecessary burden upon the government and an obstruction to useful rivalry? We should like to have some light on this subject, and hope Senator Hager or some one else in Congress will clear up the

BUTLER TO WILSON. - In the letter to Sena tor Wilson, intended to be terribly scathing, General Butler seems to have shown that the man from Natick has not a very masculine or robust frame of mind, and that his action on public questions is forced upon him one way or another by his friends. It was not necessary to prove that his mind was of the kind indicated, as this was already known; and as for the influence he was under, the only crime is that it happened to be of the Sumner and not of the Butler stripe, which makes all the difference in the world to Bold Ben and not so much to other people. Altogether the lettor is a tissue of very little points, which, like the lost papers in the advertisements, are of 'no value to any one but the owner," who evidently felt great pride in them and thought them very fine. Butler makes a mistake in endeavoring to write. He should put his encmies down only by pulling wires, which he does with great success. His pen is mightier than his sword, but both are poor.

CHINESE CHEAP LABOR.-Mr. Hager, of California, who, it seems, is a Senator in Congress, has a delicate way of introducing the great problem of the Pacific coast to the attention of the Atlantic States. Chinese cheap labor is troubling his soul, and so he seized upon a resolution recently passed by the California Legislature, instructing the Senators from that State to use all their influence to have our treaty with China modified so as to discourage Chinese emigration, to make his maiden speech and show his friends that he is indeed a Senator. As the Senate has nothing to do with it the Senator showed a double unit against the bill. When will these rural capacity, for he can not only improve opporThe Police and the Public.

Captains Williams, of the Eighth ward, and Byrne, of the Fitteenth; Officers Fitzpatrick and Tuchey, of the Nineteenth precinct, and Detective Leahy, are brilliant illustrations of the relations of the police to the public. In the wards of the two captains there are many disreputable louses which one of the boards charged with the government of the city is endeavoring to close; and this effort is made in the interest of the public welfare clearly and unmistably. On which side are the police? In any well governed city it would be a scandal to make such an inquiry. In our city the inquiry not only may be made, but it must be answered that the captains of police place themselves defiantly on the wrong side They oppose the efforts that are made to protect the children attending the public schools from the contaminating influences that are gathered in their neighborhood. It was formerly said that every house of ill-fame in the city constituted the captain of police of the ward its protector, and paid him roundly for his good will, thus purchasing from a functionary an immunity denied by the law. This was in the good old times of "Fernandy the First," and the story was probably true; but we have had a reformed police since then. Has the reform failed in the very material point of amending the relations that then existed between the police and the keepers of disreputable houses? It is our opinion that the Board of Police Commissioners should investigate this point, for what passed between Captain Williams and the Board of Education is sufficient ground for the inquiry. Our people support a police to enforce the laws, not to defeat them ; but this is evidently not known in the police force. The cases of Fitzpatrick, Tuohey and Leahy go together. The second case is a consequence of the first and a commentary upon it. Leahy killed a man in his own house by the wanton, reckless, unjustifiable use of firearms, apparently just because he was a policeman and the other man was not. He shot a citizen because the citizen refused to open his door to him, though he had no right whatever to call upon the man to open the door nor to enter the door if it had been opened, and though the man was not a criminal nor an accused person, but an honest laboring man, at home in his own house with his family. What was done to Leahy? Nothing. He is at large, and, though he has thus shown the instincts and temper of an assassin, he is not deemed an improper person to be on the police. It is thus established by the action of the police and the consent of the other municipal authorities that a policeman has the right to kill on the spot any man who disputes his will or refuses to comply with his demands; and the two policemen who clubbed the man Kollman only acted on this instruction. Kollman, finding them making a disturbance in his house, required them to leave, and they clubbed him nearly to death; and Mr. Matsell, who sustained Leahy, must of course believe that they are quite within the limits of their authority, and, as Mr. Matsell is just now at the head of the police, it is of little consequence that the whole people have a different opinion. Increasing Railroad Charges.

The great railroad companies having lines

to the West are about to increase their rates of fare and freight, it is said. A convention has been held of the managers of the passenger department of the New York Central, Pennsylvania Central and Erie railroads, at which it was agreed to mutually advance the price of tickets to all Western points. The fare to Cincinnati, for example, is to be raised from fifteen to twenty dollars; to Chicago from twenty-two to twenty-six dollars, and to St. Louis from twenty to twenty-seven dollars. It is said there will be an increase of rates of freights on all these lines. It is evident the railroad companies, or the railroad magnates who have control of these lines, have no fear of the grangers, of public opinion or of the State and national Legislatures. They are well nigh all-powerful. They can inflate their stocks when they please, divide these inflated stocks among themselves and call it capital. and then demand of the public increased fares and freight charges in order to pay interest on such bogus capital. Every citizen of the United States can be taxed by these irresponsible railroad autocrats, for every one has to travel on the railroads, or to have his produce or goods transported on them, and must pay whatever the companies charge. There is no alternative, no bargain to be made, no appeal. We almost despair of any remedy being afforded, either by the State governments or by Congress, such are the power. wealth and means of corruption possessed by the railroad kings. It can only come when the people shall be fully aroused and restrain the railroad monopoly through an overwhelming popular movement.

SALE OF IMPURE MEAT.—The seizure yesterday of some eighty carcasses of calves unfit for food points to an organized system for the sale of impure meat in this city. Under the present system of private sale the inspectors of the Board of Health are unable to examine a large quantity of the meat sold in the poor quarters, and, as a result, an illegal traffic in diseased meat is assuming dangerous proportions. There is but one effective way of dealing with this nuisance. It is to compel all meat to be sold in markets under the inspection of the authorities. This would involve the establishment of ward markets; but anything would be better than to allow the poor to be poisoned. The extent to which the sale of impure meat is carried cannot be accurately estimated, as the facilities for evading detection are so great that it is only by chance that seizures are made. Some precautions ought certainly to be taken to abate a traffic so dangerous to the health of

THE DEBTS OF THE DISTRICT.-It has long been known that the school teachers of Washington are not paid their salaries, and Congress is now asked for an appropriation to support the public schools in the District. No other construction can be put upon this proposition than that it is a confession of the bankruptcy of the new government. Are the people of Washington always to be paupers at the doors of Congress? In view of the absence of even a school fund at the capital the answer of the Board of Public Works to the accusations against it, which we print today, will fall upon less patient ears than maxim a Governor Shepherd and his associates could business.

desire. The debts of the District are so normous that magnificent streets and avenues are no compensation for a people impoverished by the grand notions of their rulers

The Treasury Receipts Good and Promising Well.

During the present month the receipts from customs have been equal to what they were for the corresponding period in March of last year, and the Treasury officials say that they ould have been larger if the questions pertaining to the national finances and the currency had been settled by Congress. Keeping these questions open creates a feeling of uneasiness among merchants and checks business contracts and operations. The Treasury Department considers the effects of the panic about ended as far as the revenue from customs is concerned. The prospect appears so good that if Congress would come to some conclusion promptly regarding the finances and currency trade would revive, the poor would find employment and the income of the Treasury would be augmented. If the conservatives and anti-inflationists can prevent expansion let them press a vote and business will be established upon that basis. If the inflationists can carry any one of their measures let us know the worst, so that trade may be regulated accordingly. The suspense and uncertainty are paralyzing, and little less injurious than a panic. Only we ask Congress to make whatever measures may be passed final, or, at least, not to be disturbed for some time to come. The country might be brought to adapt its business transactions and values even to measures that may not be the best, but continual meddling with the currency and the revenue system deranges everything

Soap Not a Nuisance-Public Baths Not Unnecessary. General Sherman, in his recent speech at

the Cooper Institute on the Caucasus, said the

Caucasian race was great because it was clean. He attributed its progress and civilization to the habit of bathing and washing, which the peoples beyond the Caspian and to the northward of the Black Sea regarded as a curious and unpardonable eccentricity. We are inclined to support the General, and to ask for a more general application of the element which has brought society to its present perfection, especially its application on the backs of the people who herd in populous cities like New York. There is before the Legislature a bill providing for the construction of several more floating bathhouses along the river fronts of the island. This bill should not only receive Legislative sanction, but even more capacious structures should be built. While there has been probably no very appalling mismanagement in bathing floats on the East and North rivers they are totally inadequate to the wants of the people. We are surprised that the Board of Health has not taken the initiative long before this in demanding a thorough and ample system for the benefit of the seventy thousand of the laboring classes who would undoubtedly use them through the season of warm weather. One of the great mistakes has been in believing that public baths are necessary only in the summer. They are quite as necessary in the winter, when many foul, contagious diseases are carried around by unclean persons and propagated in the street cars and other public conveyances. The waters surrounding the island are admirably adapted to public bathing at all seasons of the year. The time, moreover, cannot be far distant when the Elysian Fields of Hoboken will become public property and the river frontage be occupied by a flotilla of bathing houses. Other structures might be anchored in the Harlem River and at different points along the East and North rivers within convenient distance of the several ferry houses. These objects cannot be effected without there is a bureau of public baths attached to some san itary institution of the city which will go to work on the enterprise at once, and with a proper exhibition of energy. We venture to say, therefore, that, should public baths be established in New York as they were in ancient Rome or Alexandria, New York would become less afflicted with malefactors against the law. Crime and filth go together, as soap and civilization are twin brothers. No New York criminal ever went from a bathtub to a burglary, though many burglars have gone to the douche on Blackwell's Island. Our legislators and those who look for better times in the city should study this crying want of the people. We believe that in one year the crimnal statistics of New York would show that soap and water would have improved the morale of the people. Who will move in the matter, and at once? KEEPING THE STREETS CLEAN.—The police

complain of a want of co-operation on the part of the public in the business of keeping the streets clean. In the poorer quarters great difficulty is encountered in inducing the dwellers in tenement houses to observe the regulations made by the police. The result is a useless outlay of the public money and a continuance of a state of filth in the streets dangerous to health. There is in all great cities a class of people who rather cling to dirt and squalor, and it is necessary to force this class by stringent regulations to keep themselves and their homes clean. The police must be prepared to deal energetically with all who fail to observe the regulations. It is the only way of securing cleanliness in the streets. The quarrel between the Street Cleaning Bureau and the Board of Health as to who shall enforce the regulations is only another example of the chaotic state of our city government. The cliques and rings are so busy fighting each other that they have no time to devote to the interests of the citizens.

THE CAUSE OF TEMPERANCE WILL CAID nothing by disturbances like that at Cleveland vesterday. Though the mob was in the wrong the wrong was not entirely theirs. The multitude is apt to get excited over demon-strations so remarkable as the women's cruade : but while we denounce its brutality we can only accept such conduct as evidence that the wicked will not be converted by force. When a movement intended for the moral good of others, by going beyond the recognized methods of missionary labor, provokes riotous opposition, its advocates and agents ought to desist, at least where offence is likely to be given. There will be peace for Cleve-land if both parties take to heart the old maxim about everybody minding his own